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NRO REVIEW COMPLETED

Attachment I to



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11. The three A-12 camera systems, consisting of two entirely new cameras and a modified camera for the U-2 program are all in flight test. There have been a total of 46 flights with cameras operating and results of these tests have been generally encouraging.

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12. In the next few months maximum effort will be directed to solving the duct roughness problem and then reaching the intended speed and altitude so that the aircraft related systems, equipment and sensors can be checked under the high temperature and high altitude environment. Recently tests have been initiated to establish time above Mach 2.0 for heat soak demonstration. Attachment VI is a summary of flight time above Mach 2.0 for aircraft #122 on five recent flights specifically designated for heat soak. Meanwhile, seven of eventual nine operational pilots, soloed in the A-12 and are undergoing training. Bases for aerial refueling tankers are being readied and other logistical and operational preparations are underway.

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ATTACHMENT II to

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AIRCRAFT FLIGHT TEST SUMMARY

The following is a recapitulation of flight test activity since the first flight in April 1962.

Aircraft 121 - 83 flights (total time 83:24 hours). 36 flights were with J-75 engines; 18 flights were with one J-75 engine and one J-58 engine. First flight with two J-58 engines occurred on 9 March 1963.

Aircraft 122 - 25 flights (total time 22:00 hours) with two J-58 engines.

Aircraft 123 - Crashed on 24 May 1963 after 79 flights (total time 136:10 hours) with two J-75 engines.

Aircraft 124 - (dual-seat trainer) - 143 flights (total time 219:54 hours) with two J-75 engines.

Aircraft 125 - 16 flights (total time 20:07 hours) with two J-58 engines.

Aircraft 126 - 21 flights (total time 34:49 hours) with two J-58 engines.

Aircraft 127 - 7 flights (total time 8:42 hours) with two J-58 engines.

Aircraft 128 - In final assembly at the operating location.

Aircraft 129 - In initial assembly at the operating location.

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J-58 ENGINE DEVELOPMENT SUMMARY

| | |
|---|------------|
| Total J-58 ground test hours | 9598 hours |
| JT11D-20 engine ground test hours | 6662 hours |
| Engine ground test hours above Mach 2 | 1496 hours |
| Engine ground test hours at or above Mach 3 | 985 hours |

Included in the above development summary is the official 50 hour flight suitability test completed 4 January 1963. Also of interest is the completion in September 1963 of 146 hours of continuous mission cycle endurance testing on one engine. This latter test, the first in a series of informal attempts leading toward the official 150 hour engine qualification test scheduled for completion in June 1964, indicated the need for continuing development in the areas of performance and durability.

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A-12 AIRCRAFT DELIVERY STATUS

Aircraft

Delivery to test site

121-129

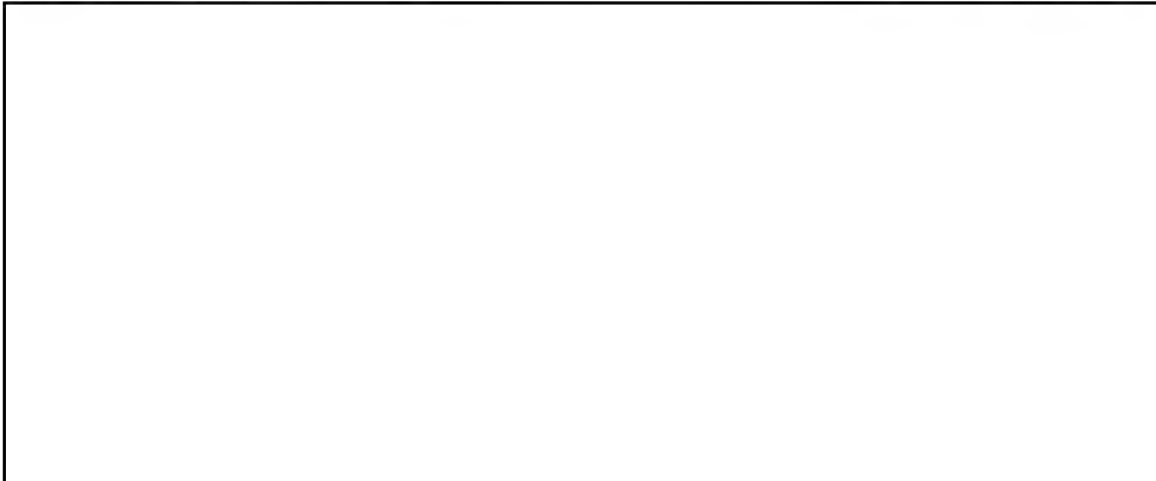
OXCART

Now at site

130

OXCART

Early October



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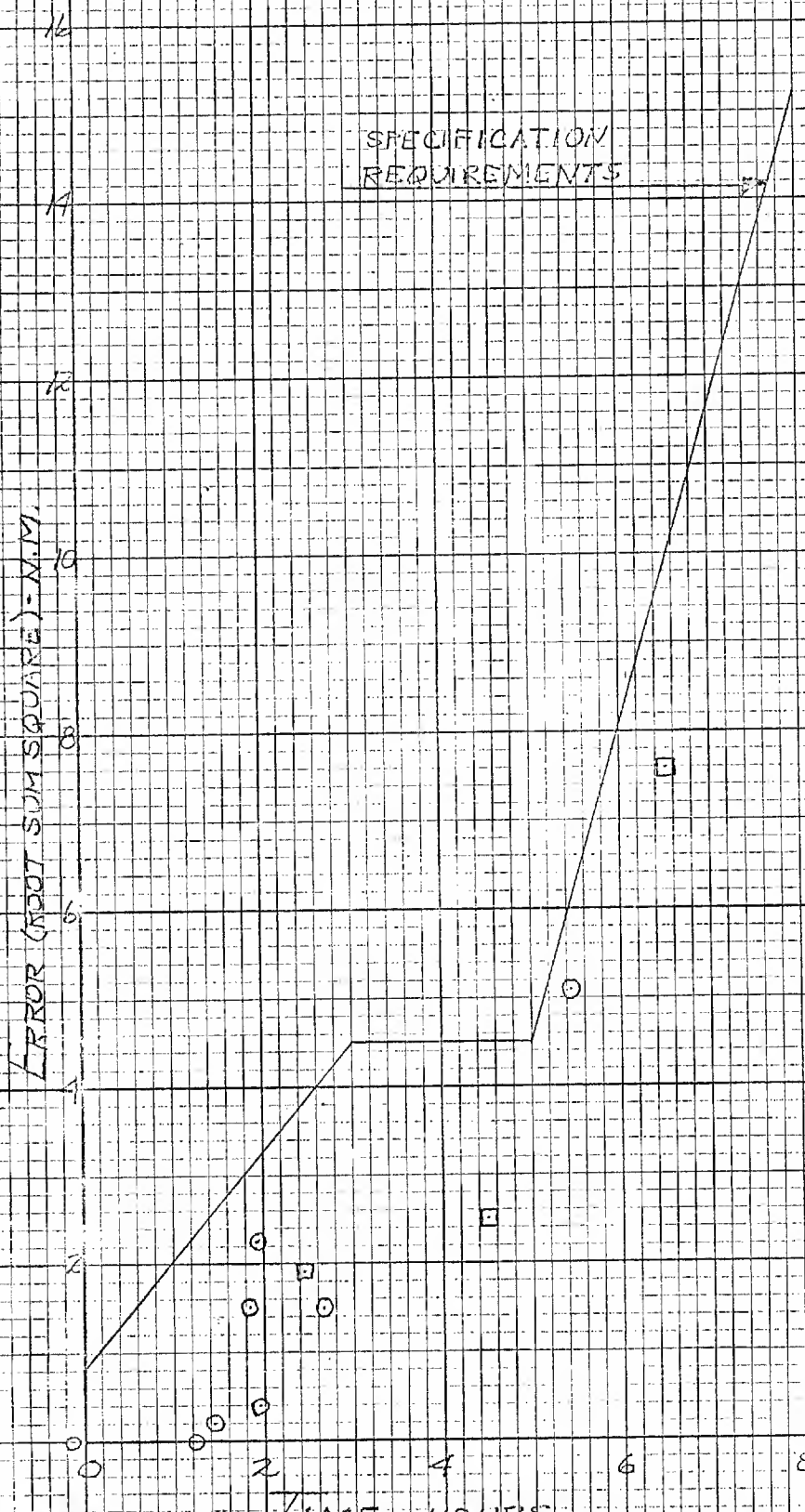
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INS FLIGHTS VERSUS SPECIFICATION REQUIREMENTS

□ - U-2 FLIGHTS
○ - A-12 FLIGHTS



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ATTACHMENT VI to



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AIRCRAFT #122

FLIGHT TIME VERSUS MACH NUMBER

| <u>Flight Number</u> | <u>Time in Hours:Minutes Above Mach</u> | | |
|----------------------|---|------------|------------|
| | <u>2.0</u> | <u>2.2</u> | <u>2.4</u> |
| 19 | :20 | :10 | 0 |
| 20 | :32 | :20 | 0 |
| 23 | :22 | :17 | :02 |
| 24 | :39 | :32 | :01 |
| 25 | <u>:42</u> | <u>:36</u> | <u>:01</u> |
| | 2:35 | 1:55 | :04 |

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